

# Funds Assured U.S. Job Bureau To End of June

## House Adopts Deficiency Bill Item of \$1,800,000, Insuring Continuance

### Year's Support Hoped For

#### Congress Is Besieged With Letters Showing Nation-Wide Concern in Service

WASHINGTON, Feb. 28.—Adoption by the House today of the \$1,800,000 item in the deficiency appropriation bill for the United States Employment Service insures the continuation of that service until June 30, unless the bill itself gets lost in the closing hours of Congress.

Friends of the employment service are hopeful that the \$10,000,000 for maintenance of the service during the next fiscal year will be restored before the sundry civil bill leaves the House. Letters received by the service and by Representatives and Senators indicate that there is profound concern throughout the country over the possibility that the service may be discontinued. In discussing the needs of the employment service, J. B. Denmore, director general of the service, said today:

"The operation of employment offices is usually recognized as a public function. Private agencies operating on a fee basis have stimulated unemployment and increased turnovers, besides taking millions of dollars out of the pockets of the unemployed. England, with one-twenty-fifth of our territory and one-half of our population, has approximately 1,500 exchanges and agencies. When it is considered that New York City alone has 600 private agencies, it would seem that 1,500 Federal offices eventually in the United States will not be an excessive number. The employment offices for such agencies are an investment in industrial peace.

"Employment offices must be labor exchanges rather than simply unemployment offices. They must secure a pooling in so far as is practicable of all job opportunities and applications in the community.

"To maintain confidence both of employers and employees, advisory boards—national, state and community—are necessary.

"Study must be made of causes of unemployment, irregularity of employment, and methods of relief. A national obligation to do this in cooperation with the states and municipalities is well organized, efficient system of labor exchanges, can be the biggest single factor in meeting the problem of unemployment.

#### Employment Bureau Assailed in Congress

##### As Labor Union Tool

WASHINGTON, Feb. 28.—"Congress must decide whether America and its government is to be run in the interests of 110,000,000 people or run solely by Samuel Gompers in the selfish interests of 3,000,000 members of labor unions," declared Representative Thomas L. Blanton, of Texas, in a public statement here today, in which he assailed the American Federation of Labor for conducting a propaganda campaign on behalf of the continuance of the United States Employment Service.

Samuel Gompers has called us to support this and other union measures, insinuating that failure to do so might cause a revolution," said Mr. Blanton.

"It is not the returning soldier boys who are now demanding that this service be made permanent," he said, "adding an extra \$10,000,000 appropriation for the coming year, but it is the members of organized labor who don't enlist or fight, but who claim industrial exemptions, and who during the entire war have drawn higher wages than were ever dreamed of before."

#### Citizen Welcomes Ask Retention of Job Bureau

Congress was urged to provide funds for carrying on the work of the United States Employment Service in letters sent yesterday by the Independent Citizens' Committee of Welcome to members of the House and Senate. The letters, signed by Charles Stewart Dawson, chairman of the committee, said:

"Unemployment on a large scale tends to cause unrest, anarchy and Bolshevism. We must preserve the soundness of the country and its institutions from disaster. The Bolsheviki are pushing their propaganda in every country. They seek to rouse the lawless, the discontented, the lazy, the shiftless and the unemployed. They uphold the doctrine of lawless autocratic rule by the criminal classes.

"The keeping in existence of the United States Employment Service will help to solve the problem of unemployment and we urge you to bring your influence to bear to have the service needed by this service granted before the close of Congress."

#### Nation-Wide Electrical Workers' Strike Impends

SPRINGFIELD, Ill., Feb. 28.—A nationwide strike of electrical workers affiliated with the International Brotherhood of Electrical Workers is in prospect. "Unless President Wilson provides some committee, commission or court" to which members of the organization can submit grievances, according to Charles V. Ford, secretary of the brotherhood, following the signing of a telegraphic appeal to the President today.

The telegram to President Wilson was sent after the meeting here of the executive committee of the international organization. Its full contents were made public. Attention of the President was called, Mr. Ford said, to the reported failure of the electrical workers to get satisfaction from the Postoffice Department.

"The appeal was to President Wilson," Mr. Ford stated. "It is a protest against Postmaster General Egan's policy of refusing to provide any means of settling wage controversies in California, Oregon, Washington and Nevada."

Approximately 12,000 linemen and telephone operators on the Pacific Coast are affected, Mr. Ford said. In addition to these, he declared, controversies are pending in Ohio, Indiana, Kentucky and Kansas.

The nature of the grievances was not discussed.

# Republicans Plan to Control Appropriations

ALBANY, Feb. 28.—The Republican legislative leaders do not intend to let Governor Smith have the last word on the annual appropriation bill. They plan to rush it through within three weeks of adjournment. Thus it will become a ten-day measure, and if the Governor makes any undesirable slashes in it he will find the Republican-controlled Legislature ready with a "comeback."

The plan will make it necessary for Governor Smith to do some bargaining if he expects to get favorable action on legislation in which he is particularly interested. With this prospect the Governor is not likely to cut out many items Republican legislators want retained.

That Governor Smith is aware of the intentions of the Republicans is shown by the fact that he is already gathering data on departmental expenditures.

# Boat Owners Seeking Peace; Strike Put Off

Continued from page 1

approval of an offer he had in mind. This was agreed to and 3 o'clock this afternoon set as the time at which he should appear before the strike committee with his proposal.

#### Report Back to Unions

Mr. Delahanty, with his associates, Captain William A. Maher, of the Masters, Mates and Pilots, and F. Paul A. Vacarelli, reported back to the strike committee early last evening. They recommended that nothing be done until after the formal offer was presented. After some debate, in which the representatives of several unions urged an immediate strike, the report was adopted.

Walker D. Hines, director general of railroads, and A. H. Smith, regional director, have been asked to attend the meeting with Mr. Bonyne, the railroads operating a large number of the harbor boats. The army and navy will not be represented, Colonel Harrison J. Carriek, for the army, and Captain A. C. Hutcheson, for the navy, having agreed to abide by any agreement the private owners might make and, in the event of a strike, to confine the operations of their boats to moving transports and the regular work of their departments.

The morning session of the strike committee was marked by the dispatching of telegrams to President Wilson, notifying him of the seriousness of the situation here, and to the War Labor Board, withdrawing the case from its hands. Then came the vote to strike at 2 o'clock to-day and the adoption of a resolution offered by F. Paul A. Vacarelli, exempting ferries, tug boats and supply boats from institutions in the harbor from the order. This resolution carried with it the declaration of intention to avoid as much as possible any discomfort to the general public.

#### Asked Another Chance

It was at this point that A. H. Stocker, an attaché of the United States Shipping Board, went to the meeting with a proposition that the strike order be held in order to permit an offer of a settlement from Mr. Bonyne for the boat owners. This was agreed to.

After the conference Mr. Bonyne announced that he had accepted an invitation to meet the workers' committee this afternoon. Mr. Bonyne declined to discuss the details of the proposition he expects to make. He said, however, that his clients were anxious to stabilize conditions in New York harbor.

The admission by the representative of the operators that the Macy award is unfair made a favorable impression on members of the strike committee. Reports reaching the committee during the day showed that the operators were interpreting the award to suit themselves.

WASHINGTON, Feb. 28.—Basil M. Manley, joint chairman with William H. Taft of the War Labor Board, said today that the board could do no more in the matter of the harbor troubles in New York. The board under its rule had referred the matter to Mr. Macy as umpire, he said, and would abide by his decision.

Frank P. Walsh, counsel for the men, was unable to get an audience with President Wilson today. At the White House it was said that the President had not taken up the matter of the threatened strike.

#### Telegram to Wilson Gives Reasons for Refusing Macy Award

Following in the telegram sent President Wilson by the Marine Workers' Affiliation yesterday reciting their objections to the Macy award in their dispute with the boat owners of New York:

"The 16,000 organized marine workers of the Port of New York herewith respectfully call your attention to a critical situation existing in this port by reason of the failure of the War Labor Board to function properly in response to your cablegram of January 11. On that date we returned to work after a successful strike of three days in response to your cable request, and on what we took to be your assurance that our demand for the eight-hour day and a living wage would be justly dealt with. Instead, the War Labor Board, after hearings which consumed two weeks' time, made no real effort to reach a settlement, the employer members of the board refusing even to consider the merits of our demand for the eight-hour day.

"Without any discussion of the evidence, the board sent our case to an umpire who had not heard the testimony and who was not familiar with conditions prevailing in this port. We were permitted to go before the umpire, and his award, handed down on Tuesday, shows that he has no understanding of the problems involved and that he does not abide by the principles which govern the War Labor

Board in settling industrial disputes. "While his award professes to grant the eight-hour day for a limited number of boats, comprising a minority of those affected, it does not do anything of the sort, but instead it contemplates that the men shall work as long as sixteen hours in one day, in the harbor, the Federal regulations which forbid men in a responsible and dangerous calling from working more than thirteen hours at a stretch. As to the majority of boats in the harbor, the eight-hour day is continued in effect, subject to future investigations by a proposed joint commission.

"We submit that the record in this case shows the futility of trusting to any joint commission which must depend on the cooperation of the private boat owners for its successful functioning, and our members can see in this project nothing but the certainty of further frustration and denial of our just demand. The boat owners have already deliberately sabotaged such joint commission, which was set up by their joint agreement, and have refused to obey the order of the War Labor Board to reconstitute this commission.

"For our demand for a living wage, the umpire's award passes over all the conclusive testimony showing that we are now receiving less than the minimum amounts which have been established by the War Labor Board's own statisticians as necessary to maintain our families in health and comfort, and we are refused any increase in wages whatever."

#### Talk About Profits

"This is in spite of the testimony showing that the industry has been immensely profitable to all concerned except the men who actually perform the arduous and dangerous work of handling the traffic of the port, and in spite of the admission of the boat owners at the hearings that their ability to pay increased wages is not in dispute.

"The most conclusive evidence of the failure of the umpire to deal justly with our demands is the fact that the railroad administration in November last voluntarily increased wages for employees on the railroad harbor craft to a point substantially in excess of the wages now being paid by private boat owners and which the umpire now seeks to make permanent.

"As officers of the marine affiliation it is our duty to inform you that the marine workers are bitterly disappointed that the whole scheme of government wage adjustment in this port has been upset and thrown into confusion, and that the men whom we represent insist upon leaving their work in a body rather than accept an award which they feel to be a denial of justice. We are respectfully,

"STEPHEN J. CONDON, President, "Marine Workers' Affiliation of the Port of New York"

"Take the beer away from us," he shouted, "and we'll take the government away from you! We have waited too long with our strike. It is time we went back to our organizations and told them to stop work now! If we survive, let's break into the grocery stores. The war is ripe for revolution and the sooner we get it here the better. We should have had our strike when they passed the espionage and conscription bills. We are laying back like a lot of sheep."

"It might be a good thing for the United States to have prohibition because the moment they took booze away from Russia the people took the government into their own hands."

"Presses will be smashed and windows broken here on July 1, and don't you forget it. That is going to happen right here in America!"

Morris Brown, treasurer of the United Federation Union, in his address urged members of the organization to blacklist all Republicans and Democrats hereafter, since these parties had submitted to prohibition.

"Let us elect hereafter," he said, "only men from the ranks of labor."

#### Argentine Deputies Defied in Strike Quiz

BUENOS AYRES, Feb. 28.—The harbor strike, which has caused a tie-up of this port for nearly seven weeks, came up in the Chamber of Deputies today. The Deputies summoned the Minister of the Treasury, but he declined to answer questions, informing the Deputies that the President did not recognize the right of the Chamber to summon and question Ministers. The Minister said that the Execu-

# Unions Called In Conference To Save Beer

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On the brink of a volcano, and that the passage of prohibition legislation of the kind now considered will set off the volcano and we all will see some fireworks.

"If we are to be sent to Europe to fight for democracy let us fight for it here also.

"I do not believe that one-half of the legislators realize the unrest throughout the country due to this class of legislation, and the answer we inform them of it the better."

Joseph Bagley, of the Franklin Pressmen's Union, made the threat that labor would take the government into its own hands if robbed of its beer.

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According to Mr. Cole the sole question is as to whether he shall renege a Black and White driver who was discharged and a Town driver who was suspended.

Mr. Cole said he would not recognize any committee of the men.

"We've seen the results of committees in Russia," said Mr. Cole. "I'm out to fight the ridiculous demands of labor and I think I'll have public support."

Frank Rowe, who was discharged, was a member of the Drivers' Executive Committee of the Black and White Company.

A committee will call on Mr. Cole this morning.

#### Unions to Break Pledges

OAKLAND, Cal., Feb. 28.—The East Bay shipyard workers' unions have voted to work a forty-four-hour week only, in face of threats of discharge made by the management of the shipyards, it was announced today. This means that 8,600 men are to quit work at noon to-morrow.

The shipyard managers say that immediate discharge will follow any action of the men tending to break the forty-eight-hour working week agreement prescribed under the terms of the Macy award.

Approximately 3,500 members of the Boilermakers' Union will observe the full six-day working week ultimatum of the shipyard managers, it is announced.

tive did not consider that the port strike was a matter properly within the scope of a congressional investigation. He promised, however, to communicate with the Chamber on the subject in the near future, explaining that such action would not in any way affect the powers of the Executive in his determination to keep the powers of Congress within fixed limits.

During the strike here some of the transatlantic steamers have been loading and unloading at Rosario and La Plata. In view of the difficulty attending these operations, shipping agents have agreed to suspend all efforts to handle transatlantic steamers in any Argentine port until the situation improves.

All hope of immediately ending the harbor strike under the decree of President Irigoyen nationalizing port services passed yesterday when both shipmen and port workers decided not to renew operations under present conditions.

# Taxi President to Refuse To Meet Strike Committee

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#### Girls Reveal How Men Are Swindled After Raid on Flat

Trick Cards and Loaded Dice Part of Paraphernalia Captured; Trouble for "Lounge Lizards" Ahead

Three dark-haired, decidedly good-looking and rather flashily dressed young women stood in the office of Assistant District Attorney James E. Smith yesterday afternoon and explained to a group of newspaper men some of the simple processes by which a fool and his money are parted.

One of the young women held in her hand a deck of cards and asked any one who cared to do so to draw a card from any part of the deck. When this was done she would at once call the denomination, but not at the suit, of the card.

"That's an eight and that's a king, and that's a six," she would say. "You see how easy it is in a game of stud or 'banker and broker'?"

"But how about flushes?" she was asked. "Aren't you up against it when somebody draws a flush by not being able to tell the suit?"

"Oh, well," she nonchalantly replied, "a flush comes so seldom that you can afford to take a chance."

The young woman who gave the demonstration is known to the police as Elinor Louis. Her companions were her sister, Mollie, and her cousin, Frieda Louis. The three women are witnesses against Joseph Bennett, who was arrested as the result of a raid made Thursday night on a house at 246 West Seventy-third Street. The cards were part of a lot of gamblers' paraphernalia captured in the raid.

Bennett was indicted yesterday under Section 2460 of the penal code, known as the white slave law, for enticing women into a house for illicit purposes. The raid which resulted in his arrest followed charges by him against the three Louis women of the larceny of a talking machine and a number of records. The women as charged when arraigned on the larceny charge brought by Bennett. After his arrest Bennett was released on \$5,000 bail, but following his indictment he

surrendered himself to the District Attorney and is now held in the Tombs.

Back of the white slave charge, which carries with it a maximum penalty of twenty-five years' imprisonment, is the Attorney's office of a crusade against the "lounge lizard" and professional blackmailers as an institution. Bennett is alleged to be one of a number of similar characters who have rented handsome apartments in various parts of the city, fitted them out with gambling devices of different sorts and obtained the services of women to lure men to their undoing.

Assistant District Attorney Smith said yesterday the arrest of four other men on charges similar to that preferred against Bennett was expected soon.

In addition to the fraudulent cards confiscated in the raid, Mr. Smith exhibited yesterday a number of sets of dice. In the hands of skilled performers, it was said, "rolling the bones" became a game of no chance at all.

An interesting capture, also, was that of a number of bank passbooks showing flourishing accounts in Bennett's name in different banks. Mr. Smith estimated that Bennett had laid away between \$30,000 and \$50,000 within the last six months.

Frieda and Elinor Louis were discharged when arraigned on the larceny charge brought by Bennett. Mollie Louis was held in \$1,000 bail for hearing on March 3.

The RITZ

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A Most Sumptuously Staged, Elaborately Costumed and Gloriously Entertaining First Matinee, by Popular Request, To-day Daily 5 to 9:30. No Admission Charge. An Innovation—Matinee Today at 2:30.

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# Strikes Spread in Spain; Bills for Labor Held Up

MADRID, Feb. 28 (By The Associated Press).—King Alfonso to-day signed a decree suspending constitutional guarantees in the province of Lerida, Catalonia.

The workmen of the water supply company at Barcelona have struck, according to information received here, and the municipal council has threatened to resign in a body unless help is sent to relieve the situation.

In view of the obstructionist tactics by the opposition against labor legislation, the government decided to-day to suspend Parliament. Great surprise was caused by the announcement that the Cabinet had resolved to postpone until July the budget and bills favorable to labor.

The newspapers with few exceptions, approve the suspension of the Cortes and praise Count Romanones, the Premier, for his energetic action, which the newspapers hope will prove of benefit.

The bakers of Madrid have gone on strike and the baking is being done by soldiers. The production of bread is now about twenty-five per cent below normal.

The printers at Valencia have struck with the result that no newspapers were published to-day.

# All Official World's Records Broken by De Palma and His Packard Car

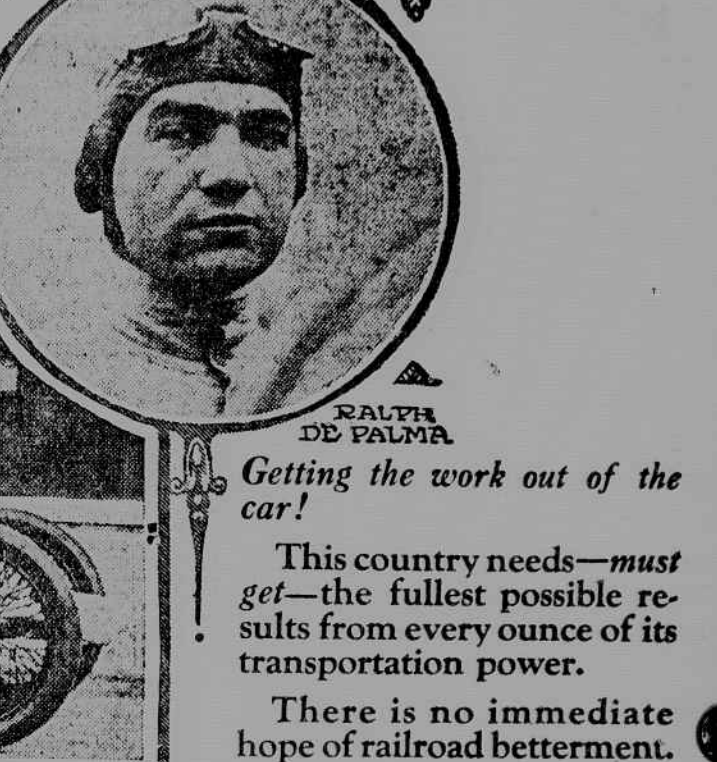
## Packard Aviation Motor Drives Car 149.72 Miles Per Hour

Daytona Beach, Fla., February 17th—When Ralph De Palma left Daytona Beach this evening he carried with him the distinction of having broken every official world's record on the straightaway with his new racing car equipped with the Packard Aviation Motor.

In five days' racing, beginning February

12th, he has broken records for 1 mile, 2 miles, 3 miles, 4 miles, 5 miles, 10 miles, 15 miles and 20 miles—hanging up the startling figure of 24.02 seconds to the mile, at the rate of 149.72 miles per hour.

The Packard Aviation Motor now holds all records on straightaway and circular tracks for all distances from 1/4 mile to 616 miles.



RALPH DE PALMA

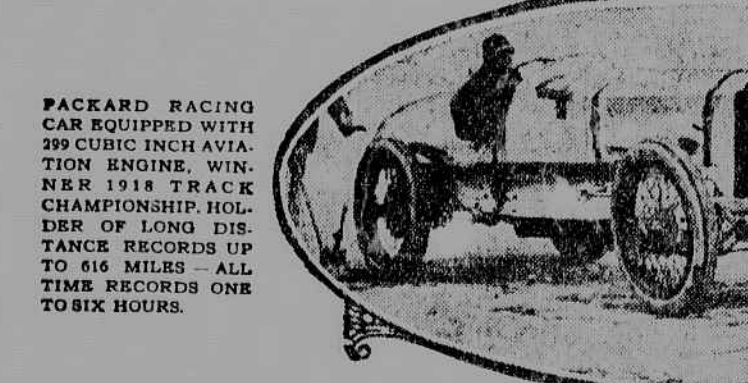
Getting the work out of the car!

This country needs—must get—the fullest possible results from every ounce of its transportation power.

There is no immediate hope of railroad betterment.

Motor transportation—whether passenger or freight—is the one great resource.

World's Records made by DE PALMA with the Packard Aviation Engine	
1 mile	24.02 sec.
2 miles	49.54 sec.
3 miles	1 min. 15.04 sec.
4 miles	1 min. 39.77 sec.
5 miles	2 min. 04.58 sec.
10 miles	4 min. 09.30 sec.
15 miles	6 min. 48.75 sec.
20 miles	8 min. 54.20 sec.



PACKARD RACING CAR EQUIPPED WITH 399 CUBIC INCH AVIATION ENGINE, WINNER 1918 CHAMPIONSHIP HOLDER OF LONG DISTANCE RECORDS UP TO 616 MILES—ALL TIME RECORDS ONE TO SIX HOURS.



THIS IS THE FASTEST CAR IN THE WORLD—PACKARD RACING CAR EQUIPPED WITH PACKARD 900 CUBIC INCH AIRCRAFT ENGINE.

WHAT gives even greater interest to this achievement is the fact that many of the earlier records were long held by the German-made Blitzen-Benz car.

It seems peculiarly fitting that this new De Palma-Packard record, which breaks the last hold of the Germans on transportation records, should be achieved by the Packard Aviation Engine—the engine which was the forerunner of the Liberty Motor that broke the German supremacy in the air.

The real significance of De Palma's Packard achievement is

the Packard engineering principles that made it possible.

No one knows better than the Packard Company what can be accomplished by intensive study with any problem of transportation—whether of passengers or freight, by motor carriage, by truck, by airplane, on land or in the air.

Think of the positive force exerted by this specialized Packard personnel of 18,000—working intensively on transportation problems!

Think what is already being done—and what more can be done in the future—to apply the

lessons of De Palma's racing car in a practical way to the Packard Passenger Car and Motor Truck!

Lessons of engine design, of car design, of truck design, of balance, of the application of power,

Compare the Cars and their Mile Records

DE PALMA'S PACKARD	
Nationality of Car—American	
Packard Aviation Engine	
Piston Displacement—904.8 cu. in.	
Horsepower—260	
Speed—149.72 miles per hour	
Time Measured Mile—24.02 sec.	
Place of Record—Daytona Beach, Florida	
Date of Record—February 12, 1919	
Condition—Flying Start over Measured Mile	

BURMAN'S BLITZEN-BENZ	
Nationality of Car—German	
Benz Engine	
Piston Displacement—1312.27 cu. in.	
Horsepower—250	
Speed—141.7 miles per hour	
Time Measured Mile—25.4 sec.	
Place of Record—Daytona Beach, Florida	
Date of Record—April 23, 1911	
Conditions—Flying Start over Measured Mile	

The man who has a transportation problem to solve cannot do better than discuss it with the Freight Transportation Department of his local Packard Branch or Packard Dealer.

No Charge. It is not even necessary that he be a Packard owner or driver.

The object is Service rather than immediate sales.

Ask the Man Who Owns One

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